

NEW YORK HERALD

HERALD SQUARE.

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Published every day in the year, except on Sundays, five cents. Daily, three cents per copy. Sunday, five cents. In the United States, Canada, Mexico, Puerto Rico, Guam, Philippines, Hawaii, Alaska, and other foreign countries, postage extra.

In New York city mail subscribers will be charged 1 cent per copy (in addition to the above rates) for postage.

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spreading, the insurgents attacking several villages and many of the inhabitants being killed. The Revolutionary Committee says the struggle will be carried on indefinitely.

A violent earthquake shook Lisbon and its vicinity last night. No fatalities have been reported.

Wall street conditions caused much interest on the London Stock Exchange, says the weekly financial review, specially called.

General.

Rufus Cantrell's confession of murder and grave robbing will be presented to a grand jury in Indianapolis, and the arrest of prominent physicians for complicity is predicted.

Four young men of Portland, Me., lost their lives by the overturning of a naphtha launch.

Exports to Russia doubled since 1901, reaching a total of \$17,000,000 for the year ending June 30, 1902.

The death list of the grand stand disaster at Philadelphia has increased to eight persons.

Local.

Three men believed to be friends of "Monk Eastman" planning a rescue were flunked away from the Monmouth county jail, he is confined.

President Roosevelt wrote a letter to Governor Durbin, of Indiana, complimenting him on his attitude in recent lynching disturbances and denouncing mob violence.

H. H. Vreeland, president of the Interurban Street Railway Company, declared that London's transit facilities are far behind New York's.

Labor men in meeting denounced District Attorney Jerome, declaring that he was influenced by employers and had persecuted Samuel J. Parks, convicted walking delegate.

Mr. Foxhall Keene returned from Europe on the White Star liner Cedric and described the international automobile race, in which he participated.

William E. Dodge died at Bar Harbor after a protracted illness.

Sports.

Frank Kramer won the two-thirds of a mile and two mile professional bicycle races at the Belleville (N. J.) track.

Clarke Griffith has challenged the New York National League nine to a series of post-season games with the American League nine of this city.

John Sanford's great sprinter Chutununda has broken down at the Saratoga race track.

Dan Patch paced half a mile in 0:58 1/2 at the Empire track.

Some Lessons of the Search Problem.

The naval search problem, which began last Wednesday off the Maine coast, ended on Saturday when the "enemy" was discovered and intercepted—thanks to the effective and successful use of wireless telegraphy, which saved the situation—

as the "White Squadron" was headed for Winter Harbor.

The operations show, as usual, that each side was hampered by its ignorance of the opponent's movements, and in the final stages by the impossibility of determining which of several possible and probable lines of approach would be followed. Had the cruiser strength of both squadrons been greater the work would have been more valuable and the result might have been different. In the composition of all fleets cruisers and their supporting scouts and "lookout" ships exist mainly for the purpose of collecting and transmitting the news on which the dispositions for battle or for escape are made. Failing in this they are of little worth.

No one has appreciated this honored maxim of sea strategy more than Nelson. He called his frigates—the cruisers of that era—"the eyes of his fleet," and in a famous letter he complained, when denied them in adequate numbers, that the word "frigate" would have been graven on his heart. He had good reason for this appeal and confession, for, lacking the timely and accurate information that would have fortified his divination of the enemy's objective, he was compelled, despite his intentions, to chase the French fleet to the West Indies and back before the struggle for the command of the sea was ended at the Nile and at Trafalgar. Apart from the resultant waste of energy in men and material, this inability to close with the enemy fretted the soul of one who held as a fixed truth that a delay, even of five minutes, might make the difference between victory and defeat.

So great is the force of this basic principle that in all maneuvers scouting exercises and the organized transmitting of intelligence have taken on an importance in no way inferior to the evolutions that are concerned with concentrating or distributing the ships of the fighting line. Indeed, the notable extension with the European sea Powers, next to the increase in battle ship size, is among the cruising classes, and the tactics of fast cruisers are so zealously exploited that the best minds insist no year should pass without determined efforts to solve the vexed questions that complicate the search problem.

One fruit of this development is the evolution of a type from which great things are expected. This is distinguished as a "scout," and its duties are frankly implied in its name. While in essentials it is a great deal more than a torpedo destroyer and something less than a cruiser, it possesses in a degree the speed of the first and the habitability and sea keeping qualities of the second. The British Admiralty has laid down four of this class and four more have been authorized. The units vary in size between 2,700 and 2,900 tons displacement, though a similar speed of twenty-five knots on seventeen thousand horse power is expected and an equal battery of ten 12-pounders is provided. It will, of course, be impossible for these "swift and ready" ships to engage or hold a ship of the fighting class, but their high speed should enable them to push close a reconnaissance and, when discovered, to show a clean pair of heels to a lumbering pursuit. It was undoubtedly some such vessel that Admiral Dewey's board had in mind when at the close of the Caribbean drills it recommended the addition of scouts to a fleet singularly weak in honorable spies.

Any logical plan these new collectors cannot, of course, act alone, but

must constitute a part of a system which enables them to find in close and organic touch with the main fleet. This may be done directly or through intermediaries reporting directly to a central bureau aboard and on occasion to a distributing station on the sea front. Normally, however, the transmitters form links in a chain of cruisers separated by the maximum effective intervals that permit wireless telegraphy to be worked systematically and uninterruptedly. This is perfectly feasible despite detractors, and doubtless Marconi has achieved these two apparent impossibilities. It is necessary, of course, that this chain should not be broken by a clever ruse or be destroyed by the concentration of a superior force, but as these contingencies are tactical and not a question of material nor of general plan they may be safely left to the acumen and experience of commanding officers and of admirals.

Finally, as another important cog in the wheel train, land signalling stations, manned by naval reserves in war and by skeleton details of regulars in peace, should be established. It has been the custom with Continental navies to cry out against the wretched assistance offered by these outposts during combined operations, and less than four years ago a distinguished French critic began his screech with the snarling cynicism that "les sémaphores, comme toujours, sont exécrables." But matters seem to be better ordered now, and in all the late maneuvers material aid has been rendered by such signal points "under naval control." It is well to mark this distinction, and when the posts are established let us be sure they are under naval control.

In the Maine coast drills many of these essentials were employed, though necessarily in a limiting and restricted radius of effect. But they constitute a wise beginning at the least, and much as the unavoidably deficient size and character of the opposing forces may be regretted, it is certain that the work has been a profitable training to those engaged and, as a corollary, a valuable addition to the defensive energies of the country.

President Roosevelt's Letter on Lynching.

The country will heartily echo the sentiments expressed to Governor Durbin, of Indiana, by President Roosevelt, commending Indiana's Chief Executive for the stand he has taken in regard to the suppression of lynching and pointing out the inevitable disastrous results to the country of the growth of this barbarous treatment of real or alleged offenders.

It is humiliating to have to acknowledge that all over the land lynching, once only a disgrace to half-settled, lawless districts, seems to have spread like an epidemic, and that the President of the United States feels called upon to issue a letter warning the people of what is in store for them if there is not a public determination to stamp it out promptly and decisively. But, humiliating or not, it is an ugly fact, to which the nation cannot close its eyes, and the Governors of all the States, the slow moving courts and the people at large should take the President's letter as one that is addressed to them as well and determine that this outrage on the majesty of the law, which is bringing us into disrepute among civilized nations, shall cease at once and forever.

PERSONAL INTELLIGENCE.

Herald Weather Forecasts.

[Based upon observations of the United States Weather Bureau and the Herald's Weather Service.]

The moderate disturbance central near the Lower Lake region yesterday morning has moved northeast down the St. Lawrence Valley, causing light rains in the North Atlantic States. Temperature will rise, but slowly, to-day and to-morrow in this section, but it will be generally moderate in the northern districts, especially in and near the lake region. In the southwest and south decidedly warmer conditions will continue. Local rains were falling last night in Central Arkansas, southwest Tennessee and on the North Carolina and New England coasts. But the weather will be generally fair to-day over the interior of the country.

IN NEW YORK AND NEIGHBORING REGIONS TO-DAY FAIR TO PARTLY CLOUDY WEATHER WILL PREVAIL, PRECEDED BY HAZINESS ON THE COASTS, WITH LIGHT

AND FRESH WESTERLY TO NORTH-WESTERLY WINDS AND SLOWLY RISING, FOLLOWED BY SLIGHTLY LOWER, TEMPERATURE.

In the Middle States and New England to-day fair to partly cloudy weather and slowly rising temperature will prevail, preceded by local rain on the New England coasts, with light and fresh southwesterly winds, shifting to northwesterly, followed in the northern districts by slightly cooler conditions. On Tuesday fair and slightly cooler weather will prevail, with fresh and light northwesterly winds, becoming variable, and on Wednesday fair weather and slowly rising temperature. European steamers now sailing will have mostly light southwesterly breezes and fair weather to the Banks.

August 10, 1902.

The weather in this city one year ago to-day was overcast, followed by rain at night. The maximum temperature was 81 and the minimum 68 degrees.

Yesterday's Temperature.

The following record shows the changes in the temperature for the last twenty-four hours, in comparison with the corresponding date of last year, as indicated by the New York Herald thermometer, Herald square—

1902. 1901. 1900. 1899. 1898.

3 A. M. 74 73 73 73 73

6 A. M. 72 72 72 72 72

9 A. M. 72 72 72 72 72

12 P. M. 72 72 72 72 72

3 P. M. 72 72 72 72 72

6 P. M. 72 72 72 72 72

9 P. M. 72 72 72 72 72

Average temperature yesterday, 72.

Average temperature for corresponding date last year, 72.

Average temperature for corresponding date one year ago, 72.

Average temperature for corresponding date two years ago, 72.

Average temperature for corresponding date three years ago, 72.

Average temperature for corresponding date four years ago, 72.

Average temperature for corresponding date five years ago, 72.

Average temperature for corresponding date six years ago, 72.

Average temperature for corresponding date seven years ago, 72.

Average temperature for corresponding date eight years ago, 72.

Average temperature for corresponding date nine years ago, 72.

Average temperature for corresponding date ten years ago, 72.

Average temperature for corresponding date eleven years ago, 72.

Average temperature for corresponding date twelve years ago, 72.

Average temperature for corresponding date thirteen years ago, 72.

Average temperature for corresponding date fourteen years ago, 72.

Average temperature for corresponding date fifteen years ago, 72.

Average temperature for corresponding date sixteen years ago, 72.

Average temperature for corresponding date seventeen years ago, 72.

Average temperature for corresponding date eighteen years ago, 72.

Average temperature for corresponding date nineteen years ago, 72.

Average temperature for corresponding date twenty years ago, 72.

Average temperature for corresponding date twenty-one years ago, 72.

Average temperature for corresponding date twenty-two years ago, 72.

Average temperature for corresponding date twenty-three years ago, 72.

Average temperature for corresponding date twenty-four years ago, 72.

Average temperature for corresponding date twenty-five years ago, 72.

Average temperature for corresponding date twenty-six years ago, 72.

Average temperature for corresponding date twenty-seven years ago, 72.

Average temperature for corresponding date twenty-eight years ago, 72.

Average temperature for corresponding date twenty-nine years ago, 72.

Average temperature for corresponding date thirty years ago, 72.

Average temperature for corresponding date thirty-one years ago, 72.

Average temperature for corresponding date thirty-two years ago, 72.

Average temperature for corresponding date thirty-three years ago, 72.

west prevailed. The temperature rose from 68 to 88 degrees Fahrenheit. At night the temperature was steady.

One year ago yesterday the weather was clear. The temperature rose from 83 to 78 degrees.

BRIGHT IN LONDON.

[SPECIAL CABLE TO THE HERALD.]

LONDON, Monday.—Yesterday's weather was bright. The winds were southwesterly and strong. Temperature ranged between 55 and 71 degrees Fahrenheit. In the evening the barometer registered 29.59 inches. The temperature ranged between 62 and 71 degrees.

Almanac for New York, Aug. 10.

Sun sets, 5:30; Moon rises, 8:05 P. M. Sun sets, 5:30; Moon rises, 8:05 P. M.

THIS OR HIGH WATER AUGUST 10.

Sandy Hook, 8:28 A. M.; 8:47 P. M. Sandy Hook, 8:28 A. M.; 8:47 P. M.

40 minutes to Greenwich Island time.

Watch this space daily.

When in SALZBURG

READ THE EUROPEAN EDITION OF THE NEW YORK HERALD.

Special Rates for Colored Advertisements on Sunday.

The Way Barred.

"The new Shamrock has no trouble in beating the old."

"Yet the Shamrock will not be able to wring a mile from a Barr in his way."

Arrivals from Europe.

Included among the passengers of the French liner Champagne, which arrived from Havre yesterday, were Messrs. S. E. Davis, Robert Galliard, H. W. Hughes, W. S. Hyatt and Bertrand Lavigne; the Countess Montaigne, Mr. and Mrs. Paul Mercier, Mr. and Mrs. H. S. Woodworth and Miss M. Woodworth.

The Divisions.

When woman starts on battle bent The heart of man to slaughter.

She starts on battle bent The heart of man to slaughter.

And truly gives no quarter.

But when 'gainst wiles beyond his ken He all in vain has striven

She makes amends for that; 'tis then A better half he's given.

New York Society Notes.

Mr. and Mrs. John Lawrence Riker, who sailed for Europe last spring shortly after the outbreak of the war, are expected to return to New York next Wednesday.

Mr. and Mrs. Riker will leave Liverpool next Wednesday on the liner Champagne, which arrived from Havre yesterday.

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